

# THE ILLUSTRATED WAR NEWS



IN STEEL HELMETS: CANADIANS IN THE TRENCHES.

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# V





# The Illustrated War News.



A CORNISH DAUGHTER OF THE PLOUGH SHOWING WOMAN'S CAPACITY FOR AGRICULTURE: A FARMING DEMONSTRATION BY WOMEN AT TRURO.

*Photograph by C.N.*



## THE GREAT WAR.

WITH the fighting narrowed down to practically one front, and a dearth of news generally speaking, the topic of the Zeppelins has gained a preponderance of attention. Certainly their activities have been great enough to deserve it; but certainly, also, they have chosen to show their energies in days singularly free of major events. Russia is giving us little or nothing of news at the moment, and even her Caucasian campaign appears to have been quietened by thaws; the Balkans, of course, exhalerumour of regularised pungency, but it is insubstantial stuff at the best; there is not much doing on the sea; and the British front—save for some fighting at the end of the week—has again been quiet. What conflict there is is going on once more about Verdun, though the Mesopotamian Field Force has added to the news of movement its story—the first chapter only, one hopes—of a brave advance on the Tigris.

The Zeppelins have assuredly given good reason for holding our interest. They have been, since the raid of March 31, coming over our coast with some continuity. Since that date to the time of writing five raids have been made by sixteen Zeppelins, and the raids have been consecutive, save for a break on April 3. These raids have, so far, brought

about 70 deaths, while 185 people have been injured—the result of over 600 explosive and incendiary bombs dropped. They have caused rather less material damage than might be imagined, and none of military importance. The raids have been directed against the North-East Coast and the Eastern Counties, though the raid on April 2 also took the south-east of Scotland into its scope. None of the flights came near London, though two of them were thought by the Germans to have reached the

Metropolis, and to have done terrible, if imaginative, damage among the shipping, in the docks, and the like. As we know, one of these attacks saw a Zeppelin—the *L 15*—hit, and there are indications that other dirigibles were struck by shells in the course of the various attempts; while Lieutenant Brandon, of the R.F.C., flew over one vessel—possibly the *L 15*—and apparently got some bombs home. That, in brief, is the history of the week's Zeppelin movements, but there is much underlying that history which seems to me worth attention. Of the uselessness of the Zeppelins as a military weapon we already had full know-

ledge; what appears to be proved by the week of encounters is their timidity—a timidity begot of their extreme vulnerability. The analysis of the raids is rather interesting, and, I think, bears this point out. The most considerable attack, accompanied by the greatest loss of life and

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TEN TO ONE ON THE TROMBONE! THE BAND RACE AT THE 3/7TH BATTALION, LONDON REGIMENT, GYMKHANA.

The first anniversary of the formation of the 3/7th Battalion of the London Regiment was celebrated by a gymkhana and a dramatic entertainment. The latter took the form of a revue entitled "(B) Army Duff," in which Mr. H. A. Brown was the Kaiser and Mr. R. J. Ludbrooke was von Tirpitz.—[Photo. by Illustrations Bureau.]

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**A SAINT'S HEAD SHOT ON TO A WALL! A BOMBARDMENT CURIOSITY.**

The torrential rains of shot and shell, which have been the most remarkable features of the present war, have produced many disastrous and not a few fantastic effects upon sacred and historic buildings. Our photograph shows one of these curious incidents, in which a shell destroyed the statue of a saint, of which the head, by the violence of the shot, became fixed to the wall.—[Photo. by Topical.]



**AN INDUSTRIOUS WORKER FOR THE WAR: THE WOMAN BRICK-MAKER.**

The war has included among its many surprises innumerable proofs not only of the devotion but also of the unsuspected physical and mental capacities of women in rendering aid in unusual forms of war-work. Making or loading bricks is no easy task for stalwart men, but our photograph shows a woman-worker, clad in workmanlike fashion loading bricks at a kiln in the provinces.—[Photo. by Photopress.]



damage, was the raid on March 31—the raid that saw the *L 15* struck down. That raid was met very quickly: the searchlights were on the



MADE BY FRENCH MUNITION-WORKERS: A GIANT SHELL ON VIEW AT THE MINISTRY OF MUNITIONS, PARIS.

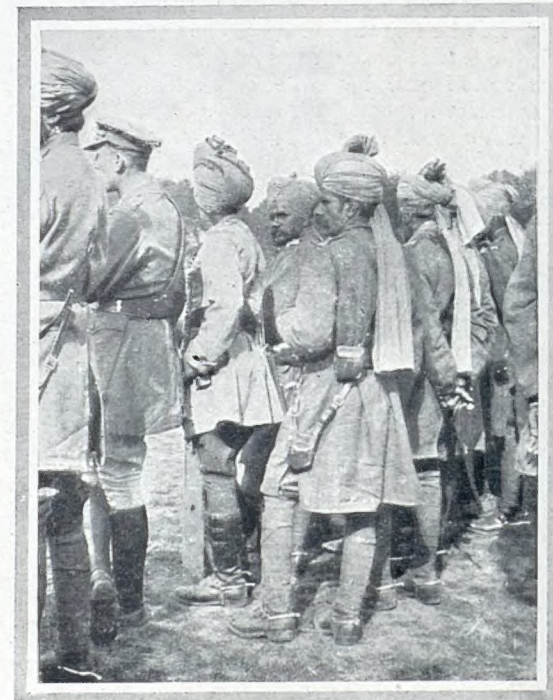
This monster projectile is a product of the munition-factories of France. It is bigger than anything known for army fighting previous to the war. Its size may be gauged by a comparison with the size of the man—one of the heroic French Naval Brigade of Dixmude renown.—[Photo. by Wyndham.]

dropped many bombs haphazard, and hit nobody at all. The raid on April 4 was the most singular. One vessel appears to have dodged inland between 2 and 3 a.m., and to have got away very quickly; explosions were heard, but not even fragments of the bombs were found. On Wednesday, the first of the three raiders was spotted before it could come into action, and the artillery work was so good that only five bombs were

mark at once, and the gun-fire was keen, sustained, and accurate. The standard of our alertness and preparation was impressive. And I think the Germans found it so. The raids that followed appeared to suffer from this knowledge. They lacked the dash and the temerity of the first—some, indeed, being almost grotesque in their futility. On April 1, of the two dirigibles that dared the coast one refrained altogether from crossing it. The raid on April 2 was made by six vessels—three raiding Scotland, cruising rather wildly, killing eleven people, and doing some damage; and three over our Eastern and our North-Eastern counties. These fumbled about without any sense of direction, jibbed nervously at the fire of the anti-aircraft guns,

flung out wildly, and the vessel made off, after it had apparently been hit; two other raiders came over in the night, and one child was killed. From these particulars it would seem that the Germans showed a steadily declining efficiency and daring. There was a tendency to caution, and to limit the flights to the coast rather than to adventure inland; an inclination to unload quickly and anyhow, and get away—one vessel dropped its whole bomb supply into some fields. There was every sign that the raiders treated our gunnery with respect, and for the very good reason that the excellence of that gunnery has robbed their efforts of considerable immunity. This respect is not merely apparent in their exploits over the coast, but it also seems manifested in their curious reticence about London. We know very well, in spite of a poor attempt to prove otherwise, that the well-planned air defences of Paris have given that town a conspicuous freedom from attack, though the line of aerial route is but a short one. It seems only logical, therefore, to conclude that the new-planned defences of London give the prospective raider much just cause for hesitation. London may be raided again—just as Paris was raided—just to show that Germany can do these things when she screws herself up to it; but the excellence of the guns and the marksmanship that brought down the *L 15* and drove off other vessels is an indication of the

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"SOMEWHERE AT THE FRONT": INDIAN NATIVE CAVALRY OFFICERS AT A SPORTS MEETING BEHIND THE LINES.

The native officers of our Indian cavalry regiments, drawn as they are from the families of the nobility, are in not a few cases as keen on sport as British officers. At the Indian up-country stations they usually make a good muster at the gymkhanas.—[Photo. Gorce.]

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IN A CAVALRY CAMP NEAR THE FRONT: A FRENCH OFFICER EXPLAINING THE FRENCH CARBINE TO INDIAN OFFICERS.

The cavalry of the Allies have, from the conditions of the war so far, had a long wait for their opportunity of showing what they can do in the field. No doubt in due course their turn will come, and we shall again have accounts of their devoted gallantry as in the desperate days of the retreat from Mons. Many of our regiments, however, have fought, dismounted, as infantry in the trenches, and with dis-

tinction—in particular, during the earlier battles round Ypres, when every man, to whatever arm he belonged, had to take part in stopping the German thrust for Calais. The illustration shows a camp incident somewhere near the front where Indian cavalry are quartered.—[French Official Photograph; supplied by C.N.]



danger any daring airman would have to face in order to reach the capital. The fighting at Verdun still continues in its two pronounced sectors, though in one it has undergone a certain change. This change is in the Douaumont-Vaux sector, where the French have been counter-attacking with some success. The other sector is that to the west of the Meuse, where the Germans are still attacking in expensive fashion, but have yet to do anything of moment. Briefly, it may be said that here the Germans have won small forward advances after very heavy checks, have gained the battered village of Haucourt, and have pushed a little forward, notably into small works below Haucourt and Hill 287. These advantages mean nothing—as the Germans know—for the positions thus gained are dominated by those on Hill 304, and apparently by those on Hill 287. The Germans are merely working up to carry the more formidable defences. The line of ground is in favour of the French, and they are making it more so by their successes in the woods of Avocourt.

The situation east of the Meuse is more interesting, and for us it has excellent omen. The German assaults which took the remaining few houses of Vaux and pressed against Douaumont had this value to the enemy—the defensive works to the west and east came in for some embarrassment. This was especially marked when the Germans got into the Caillettes Wood. The enemy was all for driving this advantage home, and during

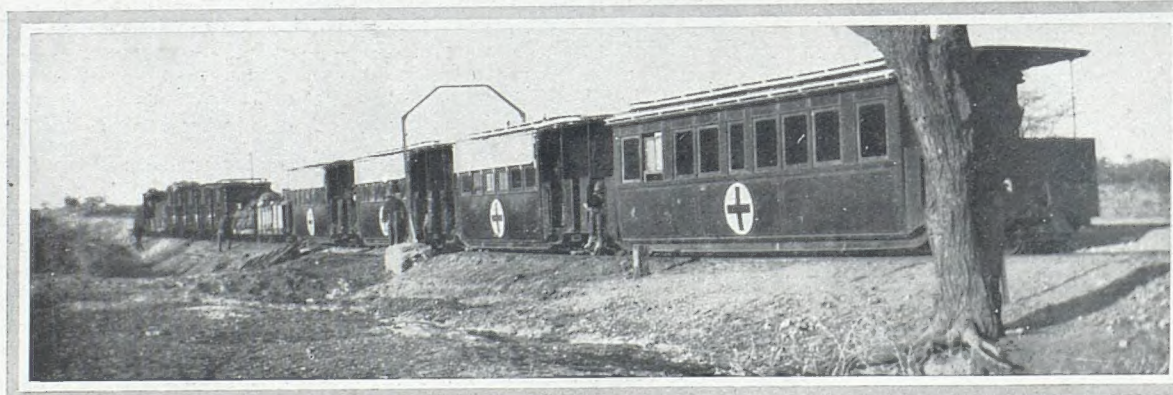
the week made a number of heavy attacks, including assaults in wave formation. These were duly broken by the French fire. In their turn, the defenders began to push outward; the western portion of the village of Vaux was taken; most of the Caillettes Wood was re-occupied, and to the south-west of Douaumont some very useful advances in ground were made, the whole fighting of the week re-establishing the French in their confidence. Some of the French insist that the battle about Verdun is finished as far as major engagements go. It may be so on this northern face, but we must wait and watch developments west of the Meuse before we admit it fully. The fighting on the British front has been concerned almost entirely with a heavy German attack against our new line at St. Eloi. On Thursday strenuous assaults were made on our trenches, and the battle continued for most of the day.

The advance of the Kut relief force has undoubtedly been a brave affair carried out in brave fashion. The Turks held the Tigris in three defensive lines, the flanks of which rested on and were protected by swamps, the bad Suwaicha Marsh being that on the northern flank. An attempt was made on the first position, that of Umm-el-Hannah, on Jan. 21, but it was not successful. The line of attack is narrowed to a front between the marsh and the river, and attack had to be entirely frontal. On April 5 Lieut.-General Gorringe, who has succeeded General Aylmer assaulted

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THE WAR MOTOR IN AFRICA: A BRITISH ARMOURD CAR ABOUT TO ADVANCE TO THE FINAL ATTACK AT EBONY, GERMAN S.W. AFRICA. The armoured motor-car is showing its war-value in East Africa, according to published letters. It proved of decisive value in action in the German South-West Africa campaign on several occasions by charging up to the enemy's lines and driving the defenders out with machine-gun volleys.—[Photo. by C.N.]



ON A CAPTURED GERMAN RAILWAY IN SOUTH-WEST AFRICA: PASSENGER CARRIAGES USED FOR RED CROSS TRAIN SERVICE. The 3 ft. 6 in. narrow gauge rolling-stock of the Otavi Railway in German South-West Africa has been employed since the close of the campaign on Union Government work. The railway carriages were largely used in Red Cross trains, as seen above.—[Photo. by C.N.]





**THE CINEMATOGRAPH IN WAR: AN OFFICIAL OPERATOR WITH THE FRENCH ARMY SHOWING FILMS AMONG TROOPS IN NORTHERN FRANCE.**

The French War Office, like our own, uses the cinematograph for representing incidents of the war. Here we see an official operator, attached to the French Army in the north, working the lantern apparatus with which he is displaying films to an audience of French soldiers. Similarly, the British Army films are shown at the front before being authorised for reproduction on screens at home. A

Reuter message from the British Headquarters stated: "A large number of officers assembled last night to witness a *première* of cinema pictures which will shortly be released. . . . At one period in a certain operation the announcement is thrown upon the screen. At this point the operator had to take cover from German shells."—[Official French Army Photograph; supplied by Newspaper Illustrations.]



the position from saps which had been pushed up to within 100 yards of it. The fine 13th Division from Gallipoli rushed the enemy lines in great style, and in an hour the first three trenches were taken. An hour later the fourth and fifth lines were won, and the whole position, 2500 yards in

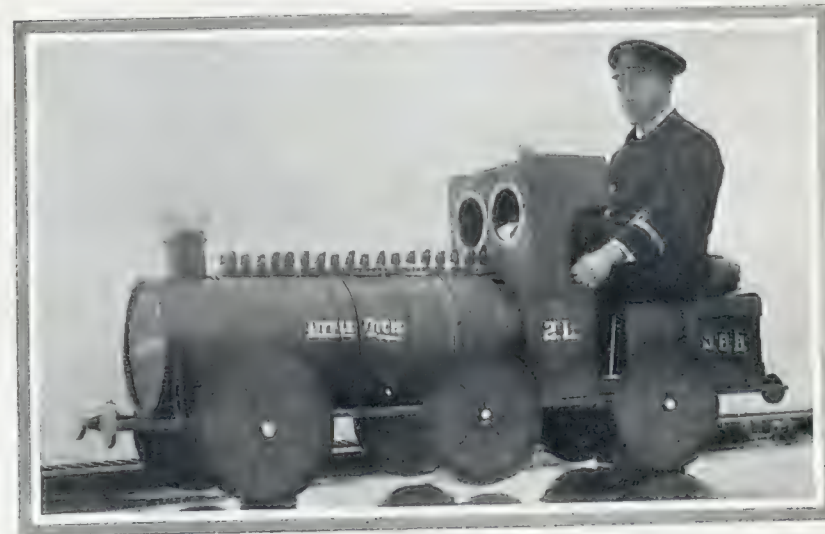


PRESIDENT WILSON'S NEW WAR SECRETARY: MR. NEWTON D. BAKER.

The newly appointed American Secretary of War, Mr. Newton Diehl Baker, who replaces Mr. Garrison, resigned, during the past four years has been Mayor of Cleveland, Ohio. He is in his forty-sixth year, and was Secretary to Postmaster-General Wilson in 1896. From 1902 to 1912 he was City Solicitor of Cleveland.—[Photo. by C.N.]

depth and constructed with great skill, was in our hands. Meanwhile, General Keary, on the right bank, had advanced unopposed towards the second position, that of the Felahieh, some 6000 yards further on. The Division working on this side of the Tigris was the 3rd—one that had fought in Europe from Mons to Ypres. This force got to work in good style, won the defences, and held them strongly against a heavy counter-attack. From here they were probably able to enfilade the main Turkish works on the left bank, and pave the way for General Goringe's advance. As the country was open, this was delayed until the evening; but, once the movement was started, it was carried out with entire success, and the second defensive scheme was taken. The third line, that of the Sanna-i-Yat, is now due to be attacked. It has all the excellences of the other

two lines for resistance. By April 7 General Goringe's force had moved to within striking distance, and the force on the right bank had pushed along to positions from which enfilade fire could be brought to play. The expedition is hampered by bad weather, and the Tigris floods are rising. It is devoutly to be hoped that after so fine a beginning the force may find success and get through to General Townshend, who has been besieged in Kut since Dec. 3 last. It must be pointed out that, when all the works are carried, there is still the strong—and final—line of Es Sinn to be forced before relief arrives at Kut. Another extremely good item of news is that which tells of a further success of General Smuts's campaign in East Africa. This is in the nature of a surprise movement carried out by General Van de Venter in the district of Arusha. Here a German force stationed on a



MADE "EXPRESSLY" AS A BIRTHDAY PRESENT ON BOARD A BRITISH CRUISER: "LITTLE TICH"—A LOCOMOTIVE OF SUGAR-CASKS AND BISCUIT-BOXES.

Besides making munitions for the Army, as has been stated, the bluejackets on board a cruiser have made in their spare time a giant model locomotive for a present. It is over 7 ft. long, and constructed of sugar-casks and biscuit-boxes. The double row of candles on the boiler stand for the recipient's age—a candle per year.—[Photo. by Sport and General.]

mountain stronghold was surrounded and forced to surrender. Seventeen Europeans, 404 native soldiers, with machine-guns, ammunition, and stores, fell into our hands.

W. DOUGLAS NEWTON.

LONDON: APRIL 10, 1916.





THE CARE OF THE WOUNDED IN MESOPOTAMIA: THE NEW STERN-WHEELER HOSPITAL-SHIP "INDIA."

It was pointed out recently, in reference to the campaign in Mesopotamia, that transport in that country is a very difficult problem, but that no doubt matters would improve in due course. We give a photograph of the new stern-wheeler hospital-ship "India," which has been specially fitted with all the latest necessities and comforts for service in Mesopotamia. Everything that modern science and

humanitarianism could suggest or demand has been included in the details of its equipment, and the whole vessel from stem to stern is a practical demonstration of the care and forethought which are being given to anything and everything which can ameliorate the condition of those who have fought and suffered for the Empire.





THE BRINGING-DOWN OF ZEPPELIN "L 15": THE WRECKED ENEMY RAIDER FLOATING ON THE SEA.

The discovery that Zeppelin "L 15" had come down in the sea was made first, apparently, by the naval patrol-boat cruising off the Thames estuary to which the raider surrendered. Other patrols and destroyers arrived speedily, and then passed a coasting steamer, whose pilot described the scene to a "Times" correspondent. It was as appears above. A number of destroyers, mine-sweepers, and

patrol-vessels, said the pilot, were manoeuvring round a large object floating on the sea, a disabled Zeppelin, which had, on her port quarter, in large outlines, "L 15" painted in red. The airship was broken completely in half, and there was a big hole in the envelope near the stern. Her length appeared to be over 700 feet. She was about 30 feet out of the water aft, and about 20 feet forward.





THE ZEPPELIN BROUGHT DOWN OFF THE THAMES: THE LAST MOMENTS OF THE "L 15" BEFORE SHE DISAPPEARED BELOW WATER.

At the moment that the brought-down Zeppelin "L 15" is shown above, the German crew of two officers and fifteen men (there were sixteen originally, but one man was drowned) had been taken off as prisoners, and the wreck of the airship, after being taken in tow, was breaking up and about to sink. The wording of the Admiralty announcement, dated April 1, 10.55 a.m., ran as follows: "During

the night a damaged Zeppelin was observed to come down off the Thames estuary; on being approached by our patrol-vessels she surrendered; the crew were taken off her and she was taken in tow, but she subsequently broke up and sank." The exact place at which the airship went down is stated to have been specially noted by the naval authorities, and the depth of water in which she lies is known.





ROOFED WITH BARBED WIRE, TO HOLD UP ENEMY ATTEMPTS TO RUSH THE LINE: A TRENCH ON THE FRENCH FRONT.

An effective form of trench-protection, particularly against attempts to rush the trenches in a surprise-attack at night, is shown in the above illustration. A French trench-line is seen roofed in by means of a network of barbed wire, sufficiently stout and fixed strongly enough to hold up an enemy storming-party and keep them exposed to fire from the French lines in rear, and to the opposition of the defenders

in the trench firing up at them through the interstices of the netting. The horizontal position of the netting, below the trench-crest and general ground surface, favours its remaining intact, except when gaps may be temporarily torn by falling shell-splinters or a shower of shrapnel-bullets. The idea is as ingenious as it is practical, and is of real value.—[Photo. by Sport and General.]

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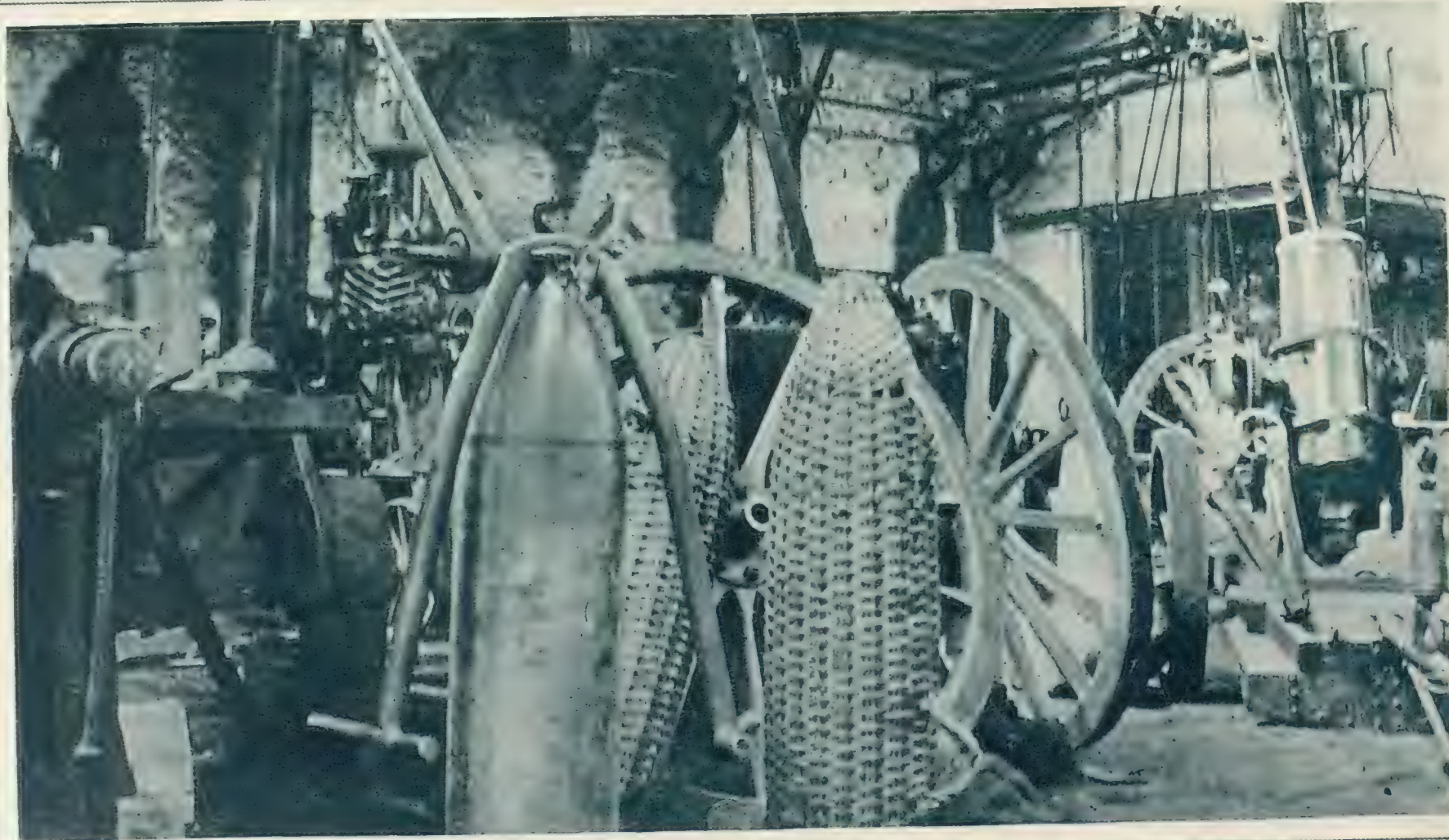


OUR LAST-JOINED ALLY: THE PORTUGUESE POPULAR DEMONSTRATION AT LISBON ON THE ANNOUNCEMENT OF WAR WITH GERMANY.

Following on the confiscation of the German shipping lying up in Portuguese ports all over the world, the German Minister in Lisbon, on March 9, handed the Portuguese Minister for Foreign Affairs an angrily worded Declaration of War, declaring that Portugal had openly shown that she "regarded herself as the vassal of Great Britain." A week later the Austro-Hungarian Minister followed his Berlin

colleague's suit and "demanded his passports." The final and definite ranging of Portugal on the side of the Allies, with whom throughout the war the public opinion of the nation had been whole-heartedly sympathetic, led to popular demonstrations everywhere, particularly in the capital. An enormous crowd assembled before the Hôtel de Ville and acclaimed the national satisfaction.—[Photo. by Benoliel.]



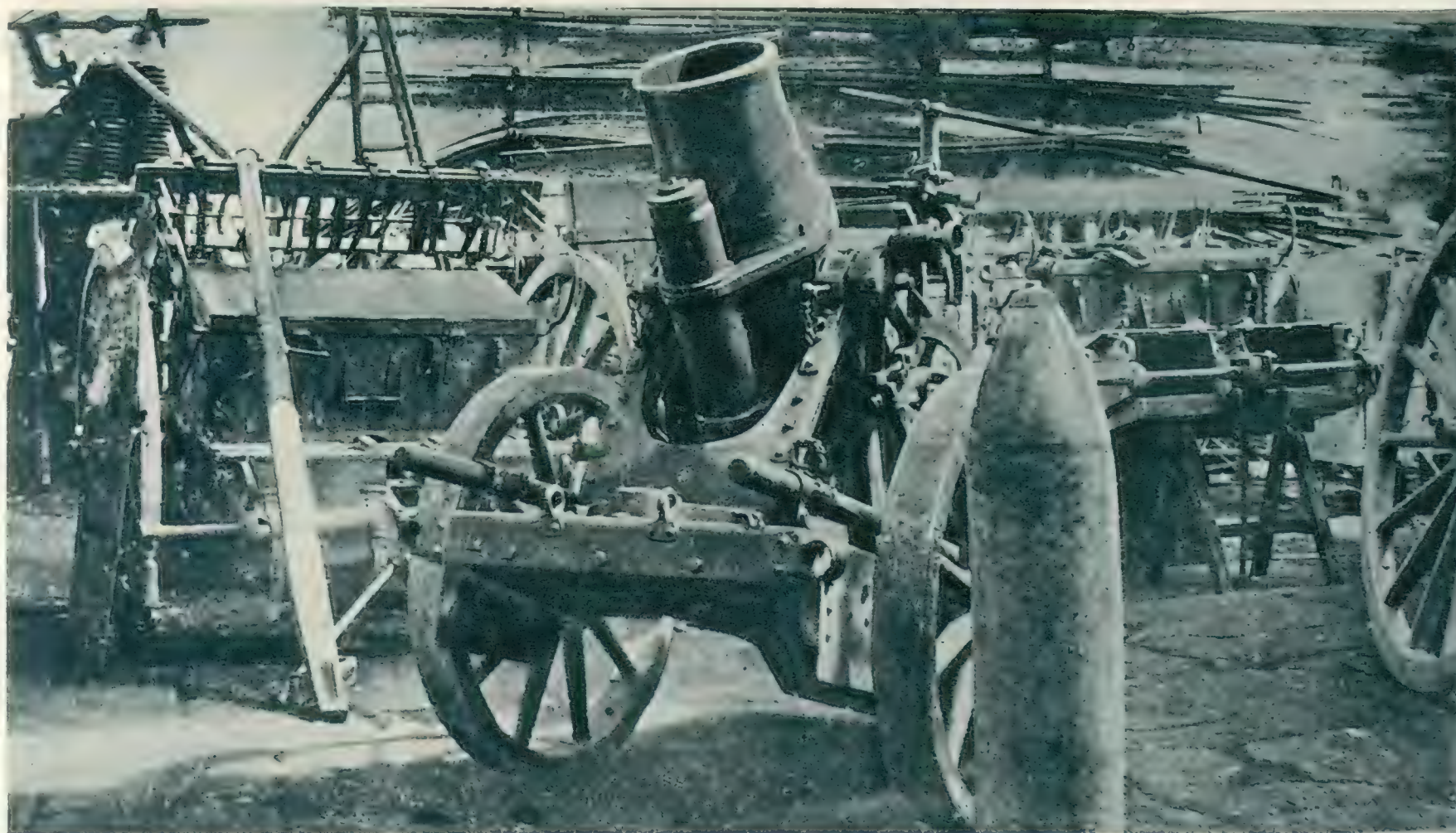


WICKER BASKET-WORK TRAVELLING-CASES FOR HIGH-EXPLOSIVE PROJECTILES: A SHELL AND CASES IN A FRENCH MUNITIONS-FACTORY.

As a special safeguard against accidents in handling or during transit, and as a preventive to minimise the risks of premature explosion through jars or knocks, it is the practice to encase the high-explosive projectiles used by heavy artillery separately, each in its own specially shaped case, which is usually made of thickly woven basket-work. Such wicker shell-cases are made in some of the munition-

workshops in England, for Army high-explosive projectiles. The French make them for their big shells at their munition-establishments, especially in districts where willow withes are readily procurable. As shown in illustrations in earlier issues, the enemy employs similar material for encasing the big shells such as were used in the bombardments in Belgium and at Verdun.—[Photo. by Topical.]





ONE OF THE PRODUCTS OF A FRENCH MUNITIONS-FACTORY: A GIANT HOWITZER AND ITS MONSTER SHELL.

The great Krupp secret at the outset of the war—the huge ordnance of tremendous calibre and terrific shattering power that Germany had in store ready constructed—once disclosed, by the experiences of the earlier stages of the 1914 campaign in Belgium and Northern France, the Allies, as is well known now, promptly set themselves to work to make weapons to equal, if not to out-do, those of the enemy

in that class of artillery. The vital importance of that class was very quickly realised, and all the armies of the Allies, alike on the Western and Eastern Fronts, are prepared to undertake the spring campaign of 1916 at least a match for the enemy in regard to the heavier guns. A French hard-hitter and its projectile are seen above.—[Photo. by Topical.]



## Little Lives of Great Men.

LXV.—PRINCE ALEXANDER OF SERBIA.

ONE of the brightest reputations made by the war is that of our recent guest, the Prince Regent and Crown Prince of Serbia, his Royal Highness Alexander Karageorgevitch, who has proved himself worthy of his war-like ancestors, and of his veteran father, King Peter, who in adversity has shown himself to be a true leader of his people. The Crown Prince was born at Cetinje in 1888, and is therefore well on the right side of thirty. He is the second son, and in his early boyhood could have had few hopes of succession; but the abdication of his elder brother, George, in 1909 made him Crown Prince. Royal power came to him in 1914, owing to the state of his father's health; and just before the fateful ultimatum was presented by Austria Prince Alexander found himself Prince Regent. He received his early education at public schools in Geneva, where the Karageorgevitch family lived for many years in exile; and later, Prince Alexander studied law at Petrograd. Although not trained as a soldier, the Prince found himself called upon at the age of twenty-one to turn from law to arms, and in 1912 he took command of the First Serbian Army against Turkey. Next year he held the same position in the campaign against Bulgaria. During the short peace he took an active and leading part in the reorganisation of the Serbian army, and his twofold attainments as man of affairs and as soldier were particularly useful in mediating between the civil and the military authorities. At the outbreak of the present war it was necessary for Prince Alex-



H.R.H. ALEXANDER, CROWN PRINCE REGENT OF SERBIA.

Photograph by Stanley's Press Agency.

ander, as Prince Regent, to assume the supreme command of the Serbian forces, and he immediately displayed qualities and abilities which have won the respect and admiration of the world. By nature he is a martial spirit, by training a jurist, and he is thereby able to combine with excellent effect the arts of the soldier and the diplomatist. Much of the success which attended the Serbian arms in the first struggle of 1914, when the Austrians were for a time flung back from the borders of the country, is due to Prince Alexander's talent and personal example. He has endeared himself to his people, and has proved himself the life and soul of the army. His manifesto is one of the historic documents of the war, and it is no over-statement to attribute to its influence that revival of the Serb spirit which in December 1914 made the dramatic victory of Kolubara possible. When the enemy renewed his attack with overwhelming force, Prince Alexander showed himself as great in defeat as in victory. At the time when disaster pressed most heavily on Serbia the Prince Regent never lost courage. Although he was ill and had to undergo a severe operation, he refused to leave the field, and remained with his Headquarters Staff in Albania until the shattered remnant of the Serbian Army had been safely withdrawn and embarked for Corfu. He held the army together, and has the satisfaction of knowing that, after its rest and refitment, it is ready for another campaign. With his people he is immensely popular. His reception in Rome, Paris, and London was sufficient proof of the esteem in which he is held by the Allies. He is the pledge of a new day for Serbia and the Serbs.





**A BRANCH OF MILITARY AERONAUTICS: A SMALL AUSTRIAN BALLOON FOR TESTING WIND-DIRECTION, BEING FILLED FROM A GAS-CYLINDER.**

The condition of the atmosphere at the higher altitudes is by no means always the same as it is nearer to the earth. It is consequently of great importance to aircraft to discover before starting on any operations as much as possible about the direction of the wind, especially at the upper levels. Above is seen a type of small balloon used by the Austrians for testing the direction of the wind at various altitudes. It illustrates the process of filling it with gas from a cylinder preparatory to sending it up. The photograph was taken somewhere in Albania, where Austrian forces are operating. For actual observation purposes the spherical balloon has now to a great extent given way to the kite-balloon, which has been found to be steadier in a strong wind, and more stable generally. (Photo. by Topical)





**EVIDENCE OF THE BRITISH ADVANCE IN MESOPOTAMIA: TURKISH PRISONERS CAPTURED DURING THE PROGRESS OF THE KUT RELIEF FORCE.**

Notable progress was recently made by the troops advancing to the relief of General Townshend's long-beleaguered force at Kut-el-Amara. On April 7 the War Office stated: "Sir Percy Lake reports that the Tigris Corps, under the command of Lieut.-General Sir G. Goringe, who has succeeded General Aylmer, attacked the enemy's entrenched position at Umm-el-Hannah at 5 a.m. on the 5th. . . . The 13th Division rushed the enemy's first and second lines in quick succession. . . . The 13th Division continued their victorious advance and by 7 a.m. had driven the enemy out of his fourth and fifth lines. . . . On the right bank the 3rd Division, under General Keary, captured the enemy's trenches opposite the Falahiyah position. . . . About 8 p.m. General Goringe . . . carried the Falahiyah position."—[Photo. Central Press.]





AN INDISPENSABLE DETAIL IN THE PERSONAL KIT OF OUR INDIAN TROOPS: THE "HUBBLE-BUBBLE" AT A WAYSIDE HALT.

The male native of India—indeed, the men of Southern Asia in general—miss no opportunities for a smoke. One cannot travel off the rail anywhere in India, for instance, without speedily observing how, at every halt, even if the stoppage be only for a few minutes, the native "hubble-bubble" or pipe (as seen in the above illustration being smoked by the soldier in the centre of the foreground) is immediately

produced by one or other of the native followers, and after the owner has pulled at it for a brief interval, passed on round among the man's companions for them to pull at, turn about. A party of sepoy of a native battalion on one of the fronts where our Indian troops are fighting, is seen with two of the smoker's companions holding out their hands for the next turn with the pipe.—[Photo. by C.N.]

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ON A "ROCKING-FRAME" MOUNT: A SINGLE-BARRELLED "REVOLVER-CANNON" EMPLOYED BY THE FRENCH AT VERDUN.

In our issue of July 14, we gave an illustration of specimens of some of the German revolver-cannon which had been captured by the French at the storming of the celebrated "Labyrinth." The description of the piece noted that the barrels were rotated by means of a handle at the side so as to keep up a continuous outpouring of small shells, automatic mechanism giving varying elevation combined with

lateral spread of fire. A simpler form of single-barrelled French revolver-cannon, worked in essentials on a similar mechanical and automatic principle, is shown in action in the above illustration. The gun is one of a type employed at Verdun for trench-work. As shown, it is mounted on a specially designed carriage, apparently of a rocking-frame pattern, which the firer of the gun controls.—[Photo. by Photopress.]

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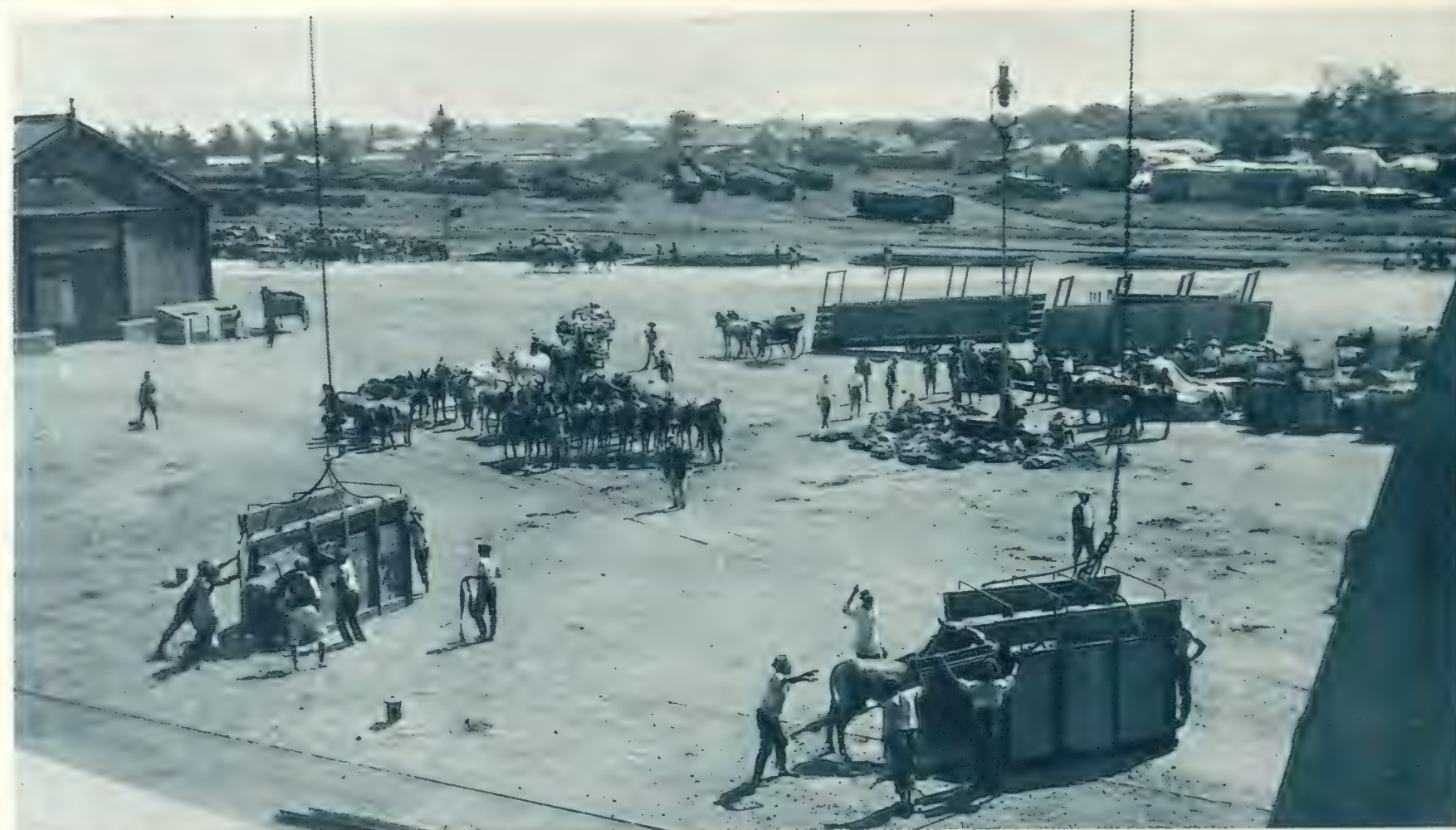
**A GERMAN MACHINE-GUN IN ACTION AGAINST BRITISH AEROPLANES: A PHOTOGRAPH FOUND ON A DEAD GERMAN AT FESTUBERT.**

The Germans owe much of their power of resistance to the enormous number of their machine-guns and the skillful organisation of this branch of their Army. "A pigmy behind a machine-gun," it has been said, "is the equal of a giant," and though the German soldiers are not pigmies, yet it remains true that a plentiful supply of machine-guns gives men of inferior physique an advantage over finer

troops insufficiently equipped in that respect. It also enables the enemy to hold large portions of their front with comparatively few men. The above photograph is of peculiar interest as having been found on the body of a German soldier, and may thus be taken as an authentic picture from the enemy's front. A technical point worth noting is the use of the condenser.

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**"THE BATTERY MULE'S A MULE": LOADING MULES AT DURBAN FOR THE CAMPAIGN AGAINST THE GERMANS IN EAST AFRICA.**

The mulishness of the mule has been noted by Kipling and others, and its humour was recently caricatured by a "Punch" cartoonist. The mules here seen being ushered into boxes to be hoisted aloft by cranes are showing their traditional obstinacy. During the war, however, this stubbornness has proved a valuable quality, and many a good word has been spoken for them. Thus Mr. Edmund

Candler writes: "If beasts were decorated the mule would be covered with ribbons. He also knows not defeat. His hardness is proverbial; none of the plagues of Mesopotamia has affected his *sangfroid*." An officer wrote recently from the front about his fifty mules: "Kindness has paid in a wonderful way. Our mules are the most willing and sensible of beasts."—[Farrington Photo. Co.]

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QUEEN MARY'S NEEDLEWORK GUILD AND BANDAGE DAY: GIFTS BEING CARRIED INTO THE HEADQUARTERS IN QUEEN ANNE STREET, MARYLEBONE.

No Englishwoman is better versed in the value of needlework as an aid to benevolent work than her Majesty Queen Mary, who, at White Lodge, spent much time in helping in her mother's untiring efforts to add to the comfort of the poor. Queen Mary's Needlework Guild may, therefore, be regarded as one outcome of this early experience, and, in this time of war and wounded, it has done a much-needed

work. Recently the birthday of the Guild was celebrated by a special "Bandage Day," at the Central Depot. The Queen sent, through Mr. E. W. Wallington, a most kindly letter in which it was said: "Her Majesty desires me to offer her warm congratulations to your Committee and your workers upon the splendid results achieved during the past year."—[Photo. by Photopress.]





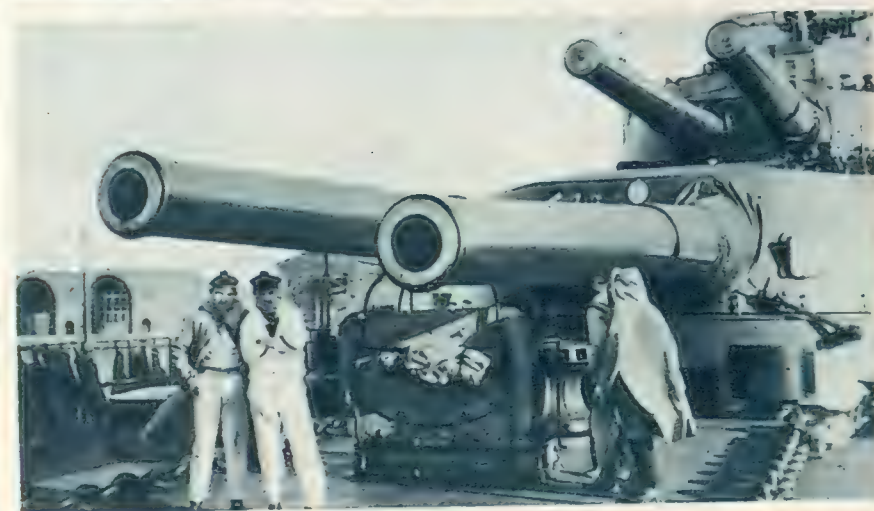




THE BOMB-DROPPER ON THE LEFT, AND, CENTRE AND RIGHT, A PROTECTING CORDON OF FAST FIGHTING-SCOUTS.—DRAWN BY JOHN DE G. BRYAN.

keeping well together, and the air fleet is usually swinging away a point or so, while the fighting-scouts, which fly about 20 to 30 m.p.h. faster than the bomb-droppers, immediately form a screen between the slower main body and the enemy. The scouts act in the same manner as a screen of destroyers and torpedo-boats which manoeuvre round the battle-ships and cruisers of a naval squadron. The enemy are engaged and driven off or destroyed, while the main body of the air-raiders drop their bombs at leisure on the objective.



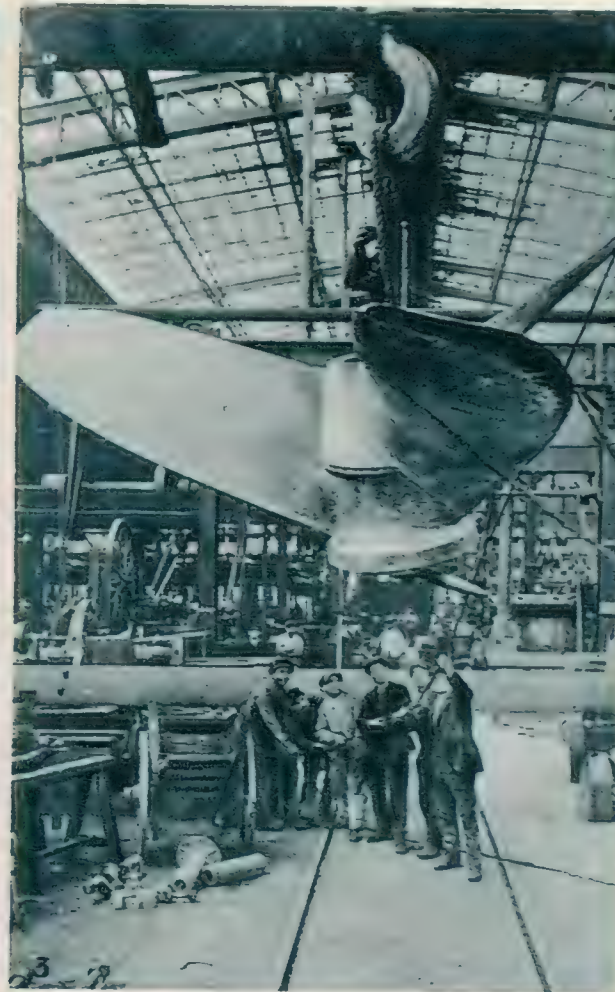
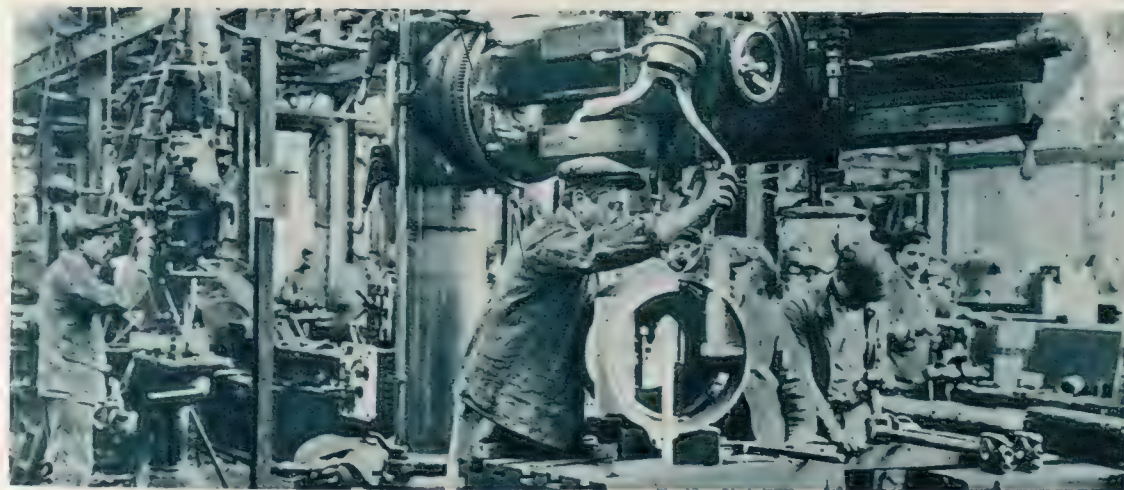


AT THE CENTRE FROM WHICH THE FRENCH NAVY COMMANDS THE MEDITERRANEAN: ON BOARD SHIP AT TOULON.

The French Navy maintains the command of the Mediterranean. In the Adriatic and Levant it co-operates with the Italian Navy. French squadrons are also on service in conjunction with the British, in the Channel and Bay of Biscay. In the Mediterranean the great naval harbour of Toulon is the French headquarters port, and the above illustrations have to do with 'board-ship incidents there. Photograph

No. 1 shows a shell being hoisted in from a lighter alongside a war-ship. No. 2 shows a war-ship's electric pinnace being hoisted up the side. The third shows a coaling-ship interval on a French double-turreted war-ship. In the fourth, mess-orderlies are seen on the way to the cooks' galley at ration time.—[Official French Photograph; supplied by Newspaper Illustrations.]





WAR-EQUIPMENT AND MUNITION-MAKING FOR THE FRENCH NAVY: ARSENAL DEPARTMENTS WHERE WORK PROCEEDS NIGHT AND DAY.

As with the French Army so with the Navy, the work of munitions-manufacture and making war-ship equipment of all kinds proceeds continuously at the highest pressure, in particular at the great French naval arsenals and at specially fitted depôts elsewhere. At the great national dockyards at Brest, Cherbourg, Lorient, Rochefort, and Toulon the men in every department are kept busy night and day.

At the naval engineering factories at Nantes, Bordeaux, St. Nazaire, La Seyne, the Normand Works at Havre, the Schneider factories at Le Creusot, similar activity is maintained incessantly. In Photographs Nos. 1 and 2 men and lads are seen engaged on fittings and details of torpedoes. In No. 3, a war-ship's propeller, nearing completion, is seen.—[Official French Photograph; supplied by Newspaper Illustrations.]





THE ARRIVAL OF MR. ASQUITH IN ROME. THE PRIME MINISTER ACKNOWLEDGING THE ACCLAMATIONS OF THE CROWD AT THE BRITISH EMBASSY.

The visit of Mr. Asquith to Rome was an unbroken success. From the moment of his arrival, he was a centre of popular enthusiasm and the honoured guest of the King and the great Ministers of Italy, and was further honoured by an invitation to visit his Holiness the Pope. Luncheons, a reception at the Capitol, a dinner at the British Embassy, were made the occasions of expressions of warm welcome on the part of his hosts, and of some pregnant speeches by the British Prime Minister, who was also honoured by being accompanied to the Front by H.M. the King of Italy. Among the utterances and expressions of Mr. Asquith were such notable passages as this: "I come to our friends in Italy to assure them of the solidarity existing among all the Allies, to reaffirm our unshakable faith in the

*(Continued opposite.)*





MR. ASQUITH ARRIVES IN ROME ON MARCH 31: THE PRIME MINISTER ACCOMPANIED BY SIGNOR SALANDRA, THE ITALIAN PREMIER.

cause of liberty and justice which we are defending." In another speech he insisted on the need of the "organisation, co-ordination, and concentration in due proportion and proper perspective of all the varied resources of the Allies"—not only in armaments, but in the domain of industry, transport, and finance. That the visit of the Prime Minister will further cement the friendship between our Allies and

ourselves was made evident by his reception from all ranks of Italians, from his Majesty the King to the humblest citizen of Rome. As Signor Salandra said, they regarded his presence among them as continuing the record of Anglo-Italian friendship as symbolised by such names as Gladstone and Palmerston, Garibaldi and Cavour.—[Photos. by Sport and General and Alfieri.]

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**GENERAL CADORNA'S VISIT TO THE WESTERN FRONT: THE ITALIAN GENERALISSIMO INSPECTING A FRENCH CAVALRY REGIMENT, NEAR RHEIMS.**

General Cadorna's visit to and conference with the Governments and Commanders of the Allied forces—French, British, and Belgian—was a flying one; carried out at a speed best described in the spirit of Caesar's despatch—he came and saw and went. Unknown to the public, he quietly left Italy and appeared in Paris, where General Joffre and the French War Minister, General Roques, met him, and he

saw the Premier, M. Briand. Then he paid a twenty-four hours' visit to part of the French front and saw the troops at Rheims, commanded by General Frenchet d'Esperey, with whom General Cadorna is seen inspecting a cavalry regiment. The French General is in light blue-grey field-service uniform to the left; General Cadorna is wearing a cloak.—[Photo. by Alfieri.]



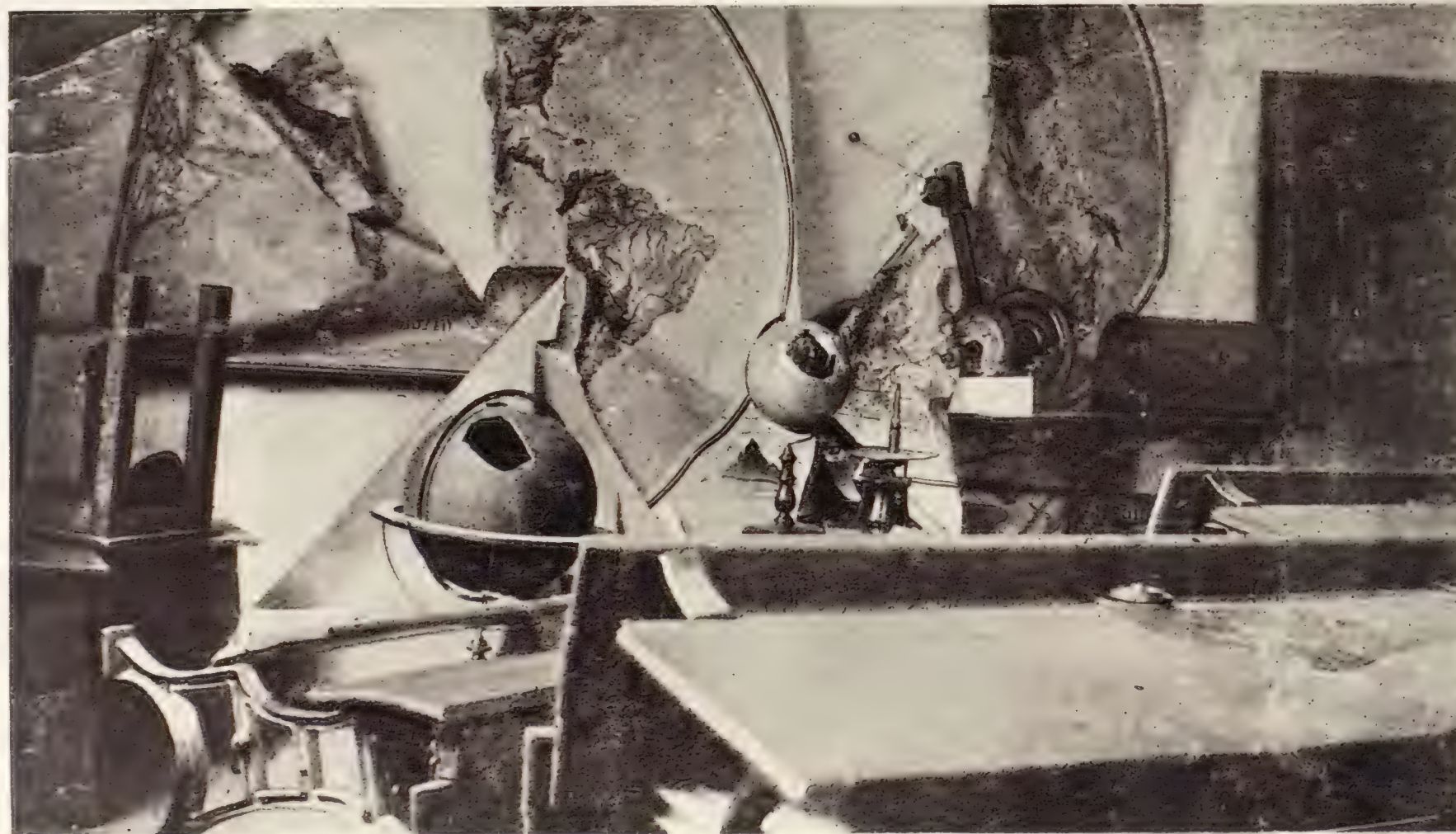


**"WASTE NOT, WANT NOT" IN WAR ECONOMY: WOMEN IN THE HAY RESERVE DEPÔT AT RICHMOND SHAKING OUT FLOUR-SACKS.**

In these days of huge war budgets the strictest economy is necessary, and the principle of "waste not, want not" must be observed in the national interest. Evidence that it is so applied by the military authorities is to be found at the Hay Reserve Dépôt at Richmond, where numerous workers are busily engaged sorting out articles of all kinds, which have been returned from the front after serving their

purpose. The photograph illustrates how empty flour-sacks are dealt with. Women shake out the sacks, and the flour thus collected is sold as fodder for pigs. The picturesque scene recalls Tennyson's lines in "The Miller's Daughter": "The meal-sacks on the whiten'd floor, The dark round of the dripping wheel, The very air about the door Made misty with the floating meal."—[Photo. by G.P.U.]





THE BRITISH ISLES EXCISED FROM THE GLOBE! AN ENEMY IDEAL REALISED, LITERALLY, IN A PILLAGED SCHOOLROOM IN SERBIA.

"This photograph," writes our correspondent, "is of the schoolroom of a large scholastic establishment in Serbia after a visit by Huns. They cut out from the globe that portion of the atlas that showed England, as also from the maps hanging on the walls. 'Every article was smashed and rendered useless.' Serbian libraries and museums have been systematically pillaged. 'The Austro-Germans

began in Belgrade," writes the editor of the "Southern Slav Bulletin," "by ransacking King Peter's private library and the royal collections. At Nish the Bulgarians found the complete treasures of the National Library, the University Library, and the libraries of the various faculties, which had been removed from Belgrade. All these books were 'confiscated.'"

[Photo. by Newspaps Illustrations.]

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**WHITE-SHEETED, BUT NOT DOING PENANCE! THE LORD MAYOR, SHERIFFS AND FRIENDS, IN THE TRENCHES AT AN EXHIBITION.**

The interesting and informative Red Cross Active Service Exhibition, at Princes' Skating Rink and Knightsbridge Hall, was visited the other day by a civic party, consisting of the Lord Mayor, Sir Charles Wakefield, Sheriffs, and friends. The civic visit was in state and the Lord Mayor and his party, on entering the trenches, safeguarded their robes from soil by covering them with white cloths. The

effect rather suggests an old-time penance at Paul's Cross, but Sir Charles and his friends did public service in showing interest in the Exhibition. That the gentlemen of the party were patriotically prepared to run risks—if only to their garments—was proved by their seating themselves on barbed wire in order to test the efficacy of certain barbed-wire-proof fabric.—[Photos. Topical.]





THE EX-COMMANDER-IN-CHIEF IN EGYPT, WHO HAS LEFT THE MILITARY POSITION "SATISFACTORY": GENERAL MAXWELL AT HELIOPOLIS.

The War Office announced on March 24: "The military position in Egypt being satisfactory owing to the failure of the attempts by the Turks on the west frontier, a reorganisation of the forces in that country has been effected, and General Sir A. Murray has assumed the sole command in that country. General Sir J. G. Maxwell left for England to-day." Sir John Maxwell became Commander-in-Chief in

Egypt at the outset of the war, and has done valuable work both in its defence and in connection with the Gallipoli Expedition. In the photograph he is seen (second from left) in the gardens of the Catholic Soldiers' Club at Heliopolis, Cairo's healthiest suburb, shortly before his departure. On his right is Lady Oakes, wife of Sir Reginald L. Oakes.—[Photo. by C.N.]

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EGYPT'S FAREWELL TO SIR JOHN MAXWELL: THE EX-COMMANDER-IN-CHIEF SURROUNDED BY A GROUP OF LEADING EGYPTIANS.

Sir John Maxwell, as mentioned opposite, recently left Egypt after handing over the command to Sir Archibald Murray, the satisfactory military position having made possible a reorganisation of the forces. As Commander-in-Chief there since the beginning of the war, Sir John had become very popular. A farewell entertainment in his honour at the Continental Hotel, Cairo, was attended by over a thousand

persons, including all the leading men in Egypt. Prince Ahmed Fouad, brother of the Sultan, read an address of thanks and appreciation. In the photograph he is seen in the centre. On the right hand, are Prince Fouad, Said Pasha (ex-Premier) and Colonel Ragi Bey; on the left, Field-Marshal Fathi Pasha, H.M. Abdel Karim Bey, and other members of the farewell committee.—[Photo. by Zola.]





A 24-CM. HOWITZER ON THE AUSTRIAN FRONT IN GALICIA: AN OFFICER-ARTIST'S CURIOUSLY CONTRIVED SKETCH.

This illustration, apart from its military and general interest, is certainly also something of a curiosity in consequence of the somewhat curiously contrived draughtsmanship of the artist. This is particularly noticeable in the spiral twirls and whorls of the lines in the background intended to represent the piled-up inner wall of the parapet of a trench, and also it is remarkable even more in the "work out".

like result obtained by the partially horizontally drawn lines to represent the level of the ground. The illustration is a drawing in a German paper, and the artist a Lieutenant Lehnert, of the Austrian Army in Galicia. It shows a 24-cm. (or 9'4-inch) howitzer in position. From the technical and the artistic point of view alike, it is of quite exceptional character and interest.

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ONE OF A CLASS OF HEAVY ORDNANCE USED AGAINST VERDUN: A GERMAN 21-CM. HOWITZER BEING ALIGNED FOR ACTION.

The exact laying of so ponderous and massively immobile a piece of ordnance as a big howitzer, and its adjustment exactly on the right line to hit the mark, is a laborious process which calls for careful and delicate handling by the gun-team. The most trivial error of eye in aligning the sights too much either to right or left means the falling of the shell "wide" and the wasting of a valuable round, of

which the supply in the field is necessarily limited. Elevation for range, once the alignment exactly on the target has been obtained, is mechanically managed by manipulating-apparatus affixed on the gun-carriage itself. The illustration (a sketch in a German paper) shows a German 21-cm. (8 $\frac{1}{2}$ -inch) howitzer in Flanders being levered and hauled into correct alignment.





**ENEMY COMMUNICATIONS IN ALBANIA: AUSTRIAN ENGINEERS CONSTRUCTING A WOODEN ROADWAY OVER AN OLD TURKISH BRIDGE ACROSS THE DRIN.**

Not much has been heard of the state of affairs in Northern Albania since the great Serbian retreat through the Albanian mountains from Prizrend to the Adriatic shore. This photograph indicates the presence of Austrian forces, but the precise locality where it was taken is not mentioned. The River Drin is formed by the confluence of the White Drin and the Black Drin some twenty miles west-south-

west of Prizrend, near the Serbian border, and flows westward across the northern end of Albania until it reaches the Adriatic near Alessio. The old stone bridge shown in the photograph was built at a time when this part of the world was included in Turkey-in-Europe. The Austrian engineers are using it as the basis of a level roadway supported by a framework of stout timbers.—[Photo. by Topical.]

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**LIGHT RAILWAYS FOR THE SUEZ CANAL DEFENCES: MATERIAL FOR A DECAUVILLE LINE ON A GOODS TRAIN AT CAIRO.**

Light railways are largely used in the new defences of the Suez Canal. Describing the scene recently, Mr. W. T. Massey writes: "Prudence prompted our Command to construct numerous light railways on the eastern side of the Canal, and to lay an elaborate system of pipe-lines for the water-supply. Unless the Turks make similar arrangements over ten times the mileage, they cannot bring an army

equal in numbers to that which they have to meet, nor keep them opposite our lines for more than two days, even without a shot being fired at them. Our preparations are planned to resist the most serious attacks that, could in any circumstances be made against Egypt. We have stores carried miles into the desert by rapid little trains, and one hundred miles of metallised roads."—[Photo. by Topical.]

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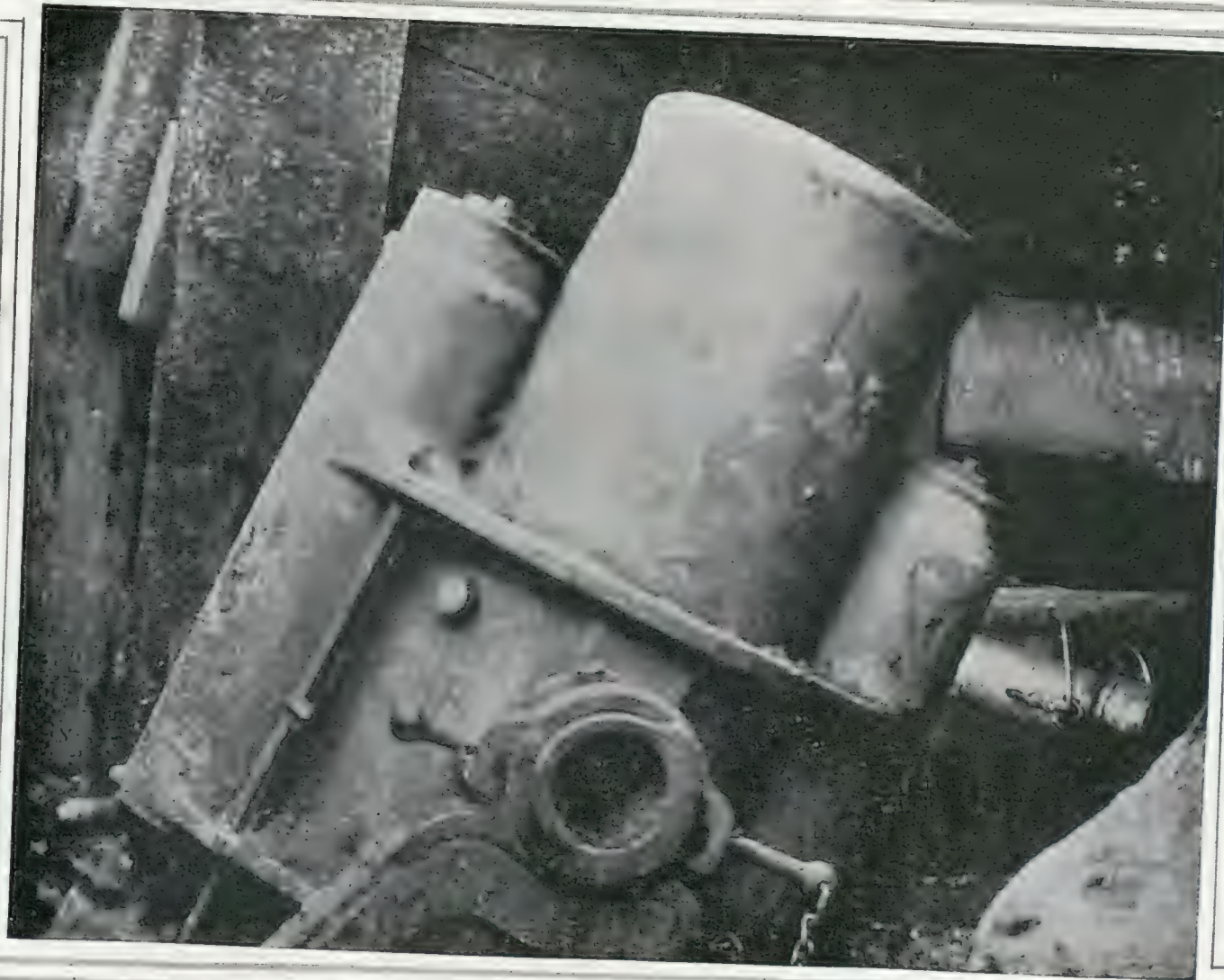


**THE FUNERAL OF A RUSSIAN GENERAL, WITH MILITARY HONOURS, AT SHANGHAI: AT THE GRAVESIDE IN THE BUBBLING WELL CEMETERY.**

The burial service of the Orthodox Church was pronounced at the funeral of a Russian General, at Shanghai, on February 26. He was buried with full military honours, and our photograph shows the picturesque scene at the grave-side in the Bubbling Well Cemetery. In connection with Shanghai, it may be recalled that the town has been affected by the general condition of unrest in China. In

November last the Chinese Military Governor of Shanghai, Admiral Tseng Jucheng, was assassinated by two opponents of the monarchical movement. On December 6, thirty young revolutionaries obtained possession of the Chinese cruiser "Chao-Ho," lying in the harbour, and opened fire on the Arsenal. The shore batteries replied, and the rebels abandoned the ship and escaped.—[Photo. by Angelo.]





WITH AIR-TORPEDOES AND MACHINE-GUNS, THE MAINSTAY OF GERMAN TRENCH-DEFENCE : A MINENWERFER VIEWED AT CLOSE QUARTERS.

In this illustration is seen one of the German *Minenwerfer*, or trench bomb-throwing mortars, recently captured from the enemy in one of the German trenches stormed and occupied by the French. The cumbrous bulk of the mortar is well brought out by the nearness of the view, and should enable some idea of its wide calibre to be realised, and, incidentally also, the correspondingly huge size of the bombs

which such a big-mouthed piece of ordnance is used to project. The two attached cylinders, seen at either side of the mortar-barrel, contain the recoil-apparatus, which is worked by means of compressed air and strong steel spiral springs which have to control and counterbalance the shock of the discharge within a very limited space, and are constructed of an exceptional stoutness.—[Photo. by Gorce.]





"CUT CLEAN OFF A LITTLE BEYOND THE BRIDGE": THE TORPEDOED CHANNEL STEAMER "SUSSEX" AFLOAT WITH HER BOWS BLOWN AWAY.

The Channel steamer "Sussex," it will be remembered, was torpedoed on the afternoon of March 24, off the French coast, while crossing from Folkestone to Dieppe. About fifty people lost their lives, some being killed by the explosion and others drowned through the capsizing of boats. The ship herself remained afloat, with her bows blown away, and was eventually towed into Boulogne by the patrol-boat

"Marie Thérèse," which brought back most of the passengers. Others were taken to England by destroyers. There were 386 passengers on board, including a number of Americans, and a crew of about 50. The "Sussex" is a twin-screw steamer of 1353 tons, and was built at Dumbarton in 1896. She is owned by the French State Railways and was commanded by a Frenchman, Captain Moufflet.

*(Continued opposite.)*





*Continued.* THE SCENE ON BOARD THE "SUSSEX" AFTER SHE WAS TORPEDOED: PASSENGERS IN LIFE-BELTS, ON THE PORT SIDE OF THE SHIP.

who saw the torpedo coming. The distinguished American psychologist, Dr. J. M. Baldwin, was on the "Sussex" with his wife and daughter, and it was at first feared that they had perished. Happily, they were saved, but Miss Baldwin was dangerously injured in the head by the explosion. Describing their experiences, Dr. Baldwin said: "There was a terrible shock; then an explosion. . . . We were both knocked down. I was uninjured, but my wife was severely bruised. We thought of nothing for the moment but our daughter. We rushed forward, or, at least, as far as we could get—for the 'Sussex' had been cut clean off a little beyond the bridge. . . . No words are strong enough to denounce this act of barbarism."—[Photos, by Illustrations Bureau and MacKinney.]



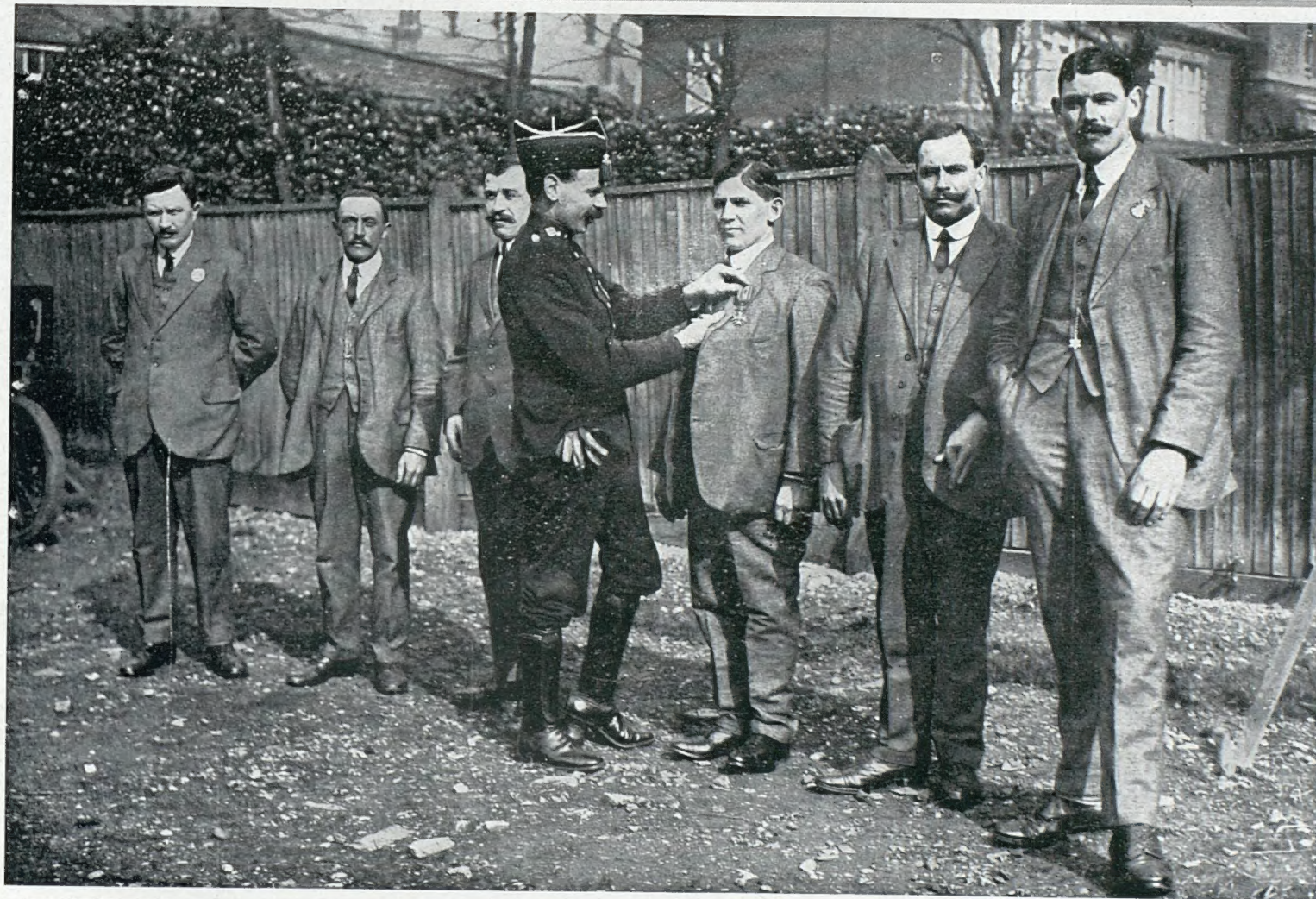


THE SOUL OF FRANCE: MASS AT A VILLAGE-FOUNTAIN ALTAR IN THE VALLEY OF THE MEUSE.

Addressing a meeting of Church workers at Huddersfield on Sunday, the Bishop of London referred to the twenty thousand soldier-priests of France, and said that it meant "a nation that has recovered its soul at a bound . . . When you see that unconquerable soul of France, absolutely united, like the Maid of Orleans come to life again, I feel that what the Church has to do is to breathe that splendid

spirit of sacrifice from one end of this nation to another." Our photograph is an example of this spirit. The priest is saying Mass, with a village fountain as altar, in a shell-torn district within hearing of the guns. The religious element in the Great War has been conspicuously present from the first.—[French War Office Official Photograph authorised for publication; issued by Newspaper Illustrations.]





A PATRIOTIC CELEBRATION OF KING ALBERT'S BIRTHDAY: WOUNDED BELGIAN SOLDIERS IN LONDON BEING DECORATED.

Our photograph shows Lieut. Adam, a Belgian officer who has been wounded in the war, and holds the Order of the Crown, decorating seven wounded Belgian soldiers with the Order of Leopold II. and the War Cross. The little ceremony took place at the Assembly Rooms, Surbiton, after a concert given to wounded Belgian soldiers, on Saturday afternoon. The soldiers who were decorated were some of

the inmates of the Convalescent Home at Surbiton. Their civilian dress does not detract from the sturdy appearance of *les braves Belges*, and the reception given to them and to Lieut. Adam was of the most cordial and stirring description, and was obviously keenly appreciated by all these loyal subjects of King Albert.—[Photo, by C.N.]





ON THE ITALIAN FRONT IN THE TRENTINO: AN AUSTRIAN 420-MM. SHELL WHICH FELL WITHOUT EXPLODING.

The shell shown in the illustration is an Austrian heavy gun 420-mm. (or 16-inch) shell, which has fallen "blind," or without exploding, in rear of one of the Italian trenches in the Valley of the Adige where the Trentino campaign is in progress. To help in giving an idea of the length and dimensions of the giant projectile, an Italian soldier is seen lying on the ground close beside it. How quietly the shell

came to earth in the end and simply deposited itself lengthways on the grass without even scoring the surface is further shown by the inclined stick on the left which was only pushed forward a little as the shell came to rest. The average extreme range of a Skoda 16-inch gun is upwards of twenty miles.—[Photo. by Brocherel.]

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THE WAR IN AFRICA: BELGIAN CONGO SOLDIERS IN CHARGE OF GERMAN NATIVE LEVIES TAKEN PRISONERS.

The Belgian native troops of the Congo Colony have been actively employed ever since the beginning of the war, in both the West Africa and the East Africa campaigns. As a glance at the map of Central Africa will show, the Belgian Congo borders on each of these war-areas, and the native levies and regular regiments of the Belgian colonial army have been called on to fight on two fronts in

co-operation with the British and French in West Africa, and with the British, in particular, on the Nyassaland and Lake Districts, in the East African campaign, in defending the frontier-posts from the aggressive German attacks of the opening stages of East African hostilities. At the outset of the war, Belgium had 18,000 trained native troops under arms in the Congo, officered by Europeans.—[Photo. C.N.]





DECORATING A SOLDIER ON A STRETCHER: GENERAL LIÉNARD HONOURING FRENCH POILUS WHO HAVE BEEN WOUNDED IN ACTION.

Not a day passes without bringing proof of the unconquerable courage and patriotism of the soldiers of France, our gallant and loyal Ally. Without doubt, the heroism of the men in the French Army, as in the British, is made the more devoted by the *esprit de corps* which is common to officers and men. Fighting for a great end, the liberation of Europe from the scourge of Prussian militarism, and the

possibilities of Prussian barbarity, the *camaraderie* between officers and their troops has no parallel in history, and such scenes as that shown in our photograph of General Liénard decorating wounded French soldiers are matters of frequent occurrence. It will be noticed that one, at least, of the soldiers is too gravely wounded to rise, even for the coveted decoration.—[Photo. supplied by C.N.]